

Amendments to the Claims

Claim 1 (**Currently Amended**) A power unit-brake-cooling mechanism for a four-wheeled vehicle in which a rotation member of a drive power transmission system for rear wheels is provided with a brake device of for rear wheels of a the four-wheeled vehicle, the power unit brake-cooling mechanism comprising:

_____ a gear transmission for the rear wheels;

_____ an automatic V-belt transmission for providing power from an engine to the gear transmission;

_____ a final reduction gear having an input shaft connected to the gear transmission via a propeller shaft;

_____ a brake device for the rear wheels mounted to the input shaft of the final reduction gear;

_____ a belt cover having an air inlet hole and an air discharging hole, the belt cover for covering the an automatic V-belt transmission, the air inlet hole for receiving air to cool the automatic V-belt transmission and the air discharging hole for outputting the air from the belt cover; and

_____ an air discharging duct connected to the belt cover such that the air discharging duct communicates with the air discharging hole, the air discharging duct having an outlet part for discharging air,

_____ wherein the air discharging duct extends up to a vicinity of the brake device so as to discharge air from the outlet part toward the brake device.

Claim 2 (**Currently Amended**) The power unit-brake-cooling mechanism as claimed in claim 1, wherein

_____ the air discharging duct has a rising part which is higher than the outlet part of the air discharging duct,

_____ the outlet part is lower than the air discharging hole, and

_____ the rising part is provided between the outlet part and the air discharging hole.

Claim 3 (**Currently Amended**) The power unit-brake-cooling mechanism as claimed in claim 1, wherein the brake device is a wet multiple-disk braking device.

Claim 4 (**Currently Amended**) The power unit-brake-cooling-mechanism as claimed in claim 3
4,

~~wherein the drive power transmission system for rear wheels has a final reduction gear
for the rear wheels;~~

wherein an entirety of the brake device is a wet multiple-disk braking device which is
mounted in front of the final reduction gear in a direction of movement of the four-wheeled
vehicle,

wherein the wet multiple-disk braking device and the final reduction gear are housed
inside a single casing, and

wherein the single casing has an oil sump under the wet multiple-disk braking device.

Claim 5 (**Currently Amended**) A brake cooling mechanism of a four-wheeled vehicle, the brake
cooling mechanism comprising:

a casing for housing a final reduction gear for rear wheels and a wet multiple-disk
braking device, the wet multiple-disk braking device being which is mounted in front of the final
reduction gear in a direction of forward movement of the four-wheeled vehicle; and

an oil sump which is provided in the casing under the wet multiple-disk braking device,

wherein a part of the casing which houses for housing the wet multiple-disk braking
device has a front surface that is tilted-titled with respect to a direction of width of the four-
wheeled vehicle.

Claim 6 (**Canceled**)

Claim 7 (**New**) The brake cooling mechanism as claimed in claim 5, wherein the front surface of
the part of the casing forms a front surface of the oil sump.

Claim 8 (**New**) The power unit as claimed in claim 4, wherein the outlet part of the air
discharging duct is provided opposite a front surface of the single casing inside which the wet
multiple-disk braking device and the final reduction gear are housed.